

BookletChart™

Upper Green Bay

NOAA Chart 14909

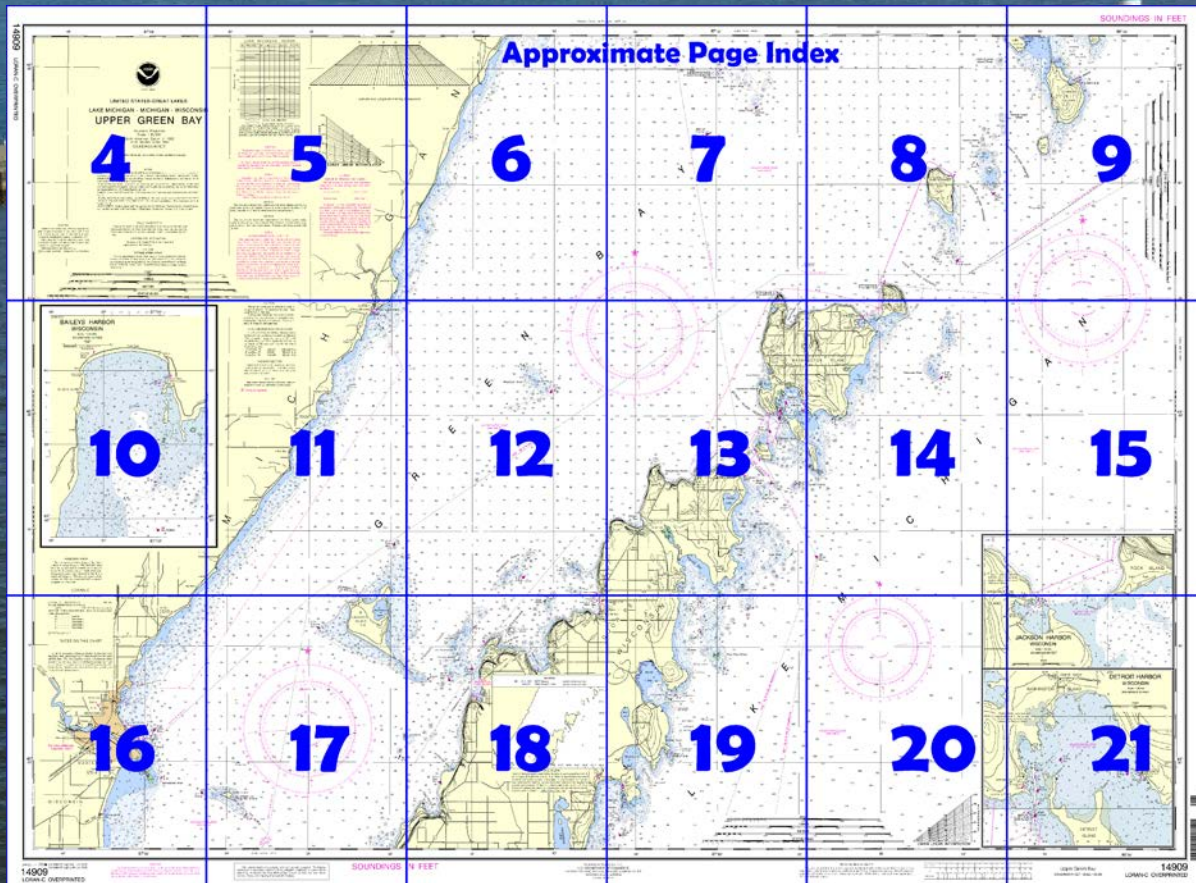


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14909>.



(Selected Excerpts from Coast Pilot)

Baileys Harbor, about 14 miles north of Whitefish Point, is a small bay protected on the east by a point that extends east, then south, from shore. Shoals that extend 1 mile South from the point are marked on the southwest side by a buoy. A shoal with a least depth of 1 foot extends from shore on the west side of the harbor entrance. Shoals extend about 0.25 mile off the east shore of the harbor and 0.5 mile off the north and west shores. **Baileys Harbor**

Directional Light (45°04.2'N., 87°07.2'W.), at the northwest corner of the harbor, shows a higher intensity beam on **340°** which marks the best water into the harbor. Vessels approaching Baileys Harbor should keep

1.5 miles offshore until the white sector is visible. A lighted bell buoy 3 miles south-southeast of the light, in the white sector, marks the harbor entrance.

Baileys Harbor is sheltered and affords good anchorage, but is subject to considerable surge during heavy seas. Vessels should not anchor nearer than 0.5 mile of the north shore of the harbor, as the water is shallow and the sea that sets in during S gales is only partially broken by the shoals outside. The best holding ground is on the east side of the harbor. A yacht club on the northeast side of Baileys Harbor provides transient berths, gasoline, diesel fuel, water, ice, electricity, and sewage pump-out. Emergency repairs are available.

Moonlight Bay opens on the northeast side of the point which forms the east side of Baileys Harbor. The bay has deep water to just inside the entrance and affords fairly good anchorage with protection from all but E to S winds.

Cana Island Light (45°05.3'N., 87°02.8'W.), 83 feet above the water, is shown from a white conical tower on a small island connected to shore by a narrow neck 1.5 miles northeast of Moonlight Bay. From the light N to North Bay, the shore is clear except for numerous submerged net stakes extending about 0.7 mile offshore. In 1995, a dangerous wreck was reported 2 miles north-northeast of Cana Island Light in about 45°06'52.7"N., 87°00'52.0"W.

North Bay, 3 miles north of Cana Island Light, has a small area of deep water near its mouth and affords fair anchorage for small craft with protection from all but E winds. Entrance to the bay is constricted by shoals that extend off each entrance point. The shoals are marked at the ends by buoys. Vessels should take care to avoid abandoned net stakes in the entrance.

From the point that encloses the east side of the North Bay, the shore extends north to Rowley Bay, enclosed on the east by a point on which is located Newport State Park. **Rowley Bay** affords only limited shelter, and the anchorage is not good. The north end of the bay is fouled by many rocky spots covered 2 to 14 feet.

The approach to Rowley Bay is obstructed by numerous shoals. **Four Foot Shoal**, 3 miles long north and south, lies with its north end 1.4 miles south of the point which encloses the east side of the bay. A bank with numerous rocks awash is on the south end of the shoal, and the north end of the shoal has limiting depths of 2 to 6 feet. Buoys mark the west side and south end of the shoal. A shoal with rocks awash near the inner end and a depth of 11 feet near the outer end extends 1.1 miles south from Newport State Park and is marked by a buoy at the outer end. A detached shoal, marked on the south side by a buoy, has 2- and 9-foot spots 1 mile southwest of Newport State Park. A shoal with a least depth of 1 foot extends from shore west of the north end of Four Foot Shoal and is marked at the outer end by a buoy. Rowley Bay may be entered west of Four Foot Shoal, between it and the shore to west. This passage is obstructed by a detached 9-foot shoal west of the midpoint of Four Foot Shoal; the shoal is marked by a buoy on the east side. The bay may also be entered north of Four Foot Shoal.

Sand Bay is a small indentation on the west side of Rowley Bay 1.4 miles south of the head. Slips on the west side of the bay used by commercial fishermen are protected by breakwalls and provide shelter in all winds. The slips have depths of about 6 feet. A resort marina on the west side of the bay provides berths, electricity, gasoline, and sewage pump-out. Waters from Rowley Bay North to Porte des Morts Passage are rendered foul by an irregular bottom with shallow banks and detached spots.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

40'

87°35'

30'

45°
35'

30'

25'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-GREAT LAKES LAKE MICHIGAN - MICHIGAN - WISCONSIN UPPER GREEN BAY

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

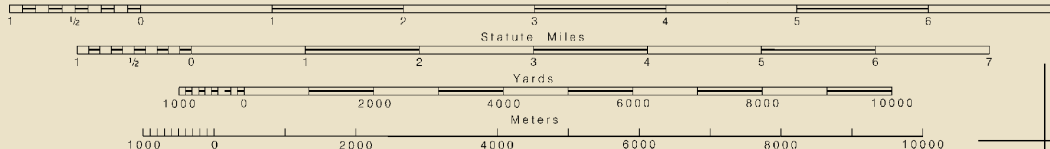
CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SCALE 1:80,000

Nautical Miles



08'

07'

50'

40'

30'

20'

10'

87°06'

50'

KAPP 1570

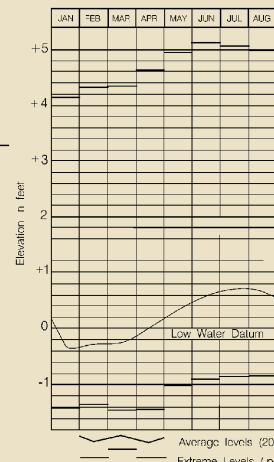
**BAILEYS HARBOR
WISCONSIN**

Scale 1:25,000

Joins page 10



LAKE MICHIGAN -



Low Water Datum, which is the plane levels shown on the above hydrograph, is reference for the charted depths. If the level is below Low Water Datum, the existing soundings are greater or lesser than the charted soundings.

WARNING

The prudent mariner will not rely solely on this chart, particularly on floating aids to navigation, for information. Consult the U.S. Coast Guard Light List and U.S. Coast Pilot 6.

Sailing courses and limits indicated in this chart are recommended by the Lake Carriers Association and Shipowners Association.

NOTE A

Navigation regulations are published in Coast Pilot 6. Additions or revisions to the regulations may be obtained at the U.S. Coast Guard District Office in Detroit, Michigan. Refer to charted regulation section.

NOTE D

Mariners are warned that numerous uncharted structures, some submerged, may exist in the area. Structures are not charted unless known to be so.

CAUTION

Due to periodic high water conditions in the area, features charted as visible at Low Water Datum may be submerged. Marine caution.

NOTE Z

NO-DISCHARGE ZONE, 40'

This chart falls entirely within the limit of the No-Discharge Zone (NDZ). Under the Clean Water Act, vessels operating within a No-Discharge Zone are completely prohibited from discharging or treating, into the waters. Commercial vessels shall include graywater. All vessels with sanitation device (MSD) that are not anchored, or docked within a NDZ must be disabled to prevent the overboard discharge (treated or untreated), or install a holding tank for the NDZ are contained in the chart. Additional information concerning the requirements may be obtained from the U.S. Coast Guard. EPA web site: http://www.epa.gov/oceans/regulatory/vessel_sewa

CAUTION

Temporary changes or deletions of aids to navigation are not indicated on this chart. During some winter months of the year, certain aids to navigation may be replaced by other types or removed. Consult U.S. Coast Guard Light List.

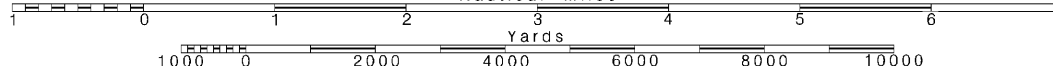
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station is located at the mouth of the bay.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



20' 15' 10'

Latitude and Longitude Plotting Interpolator

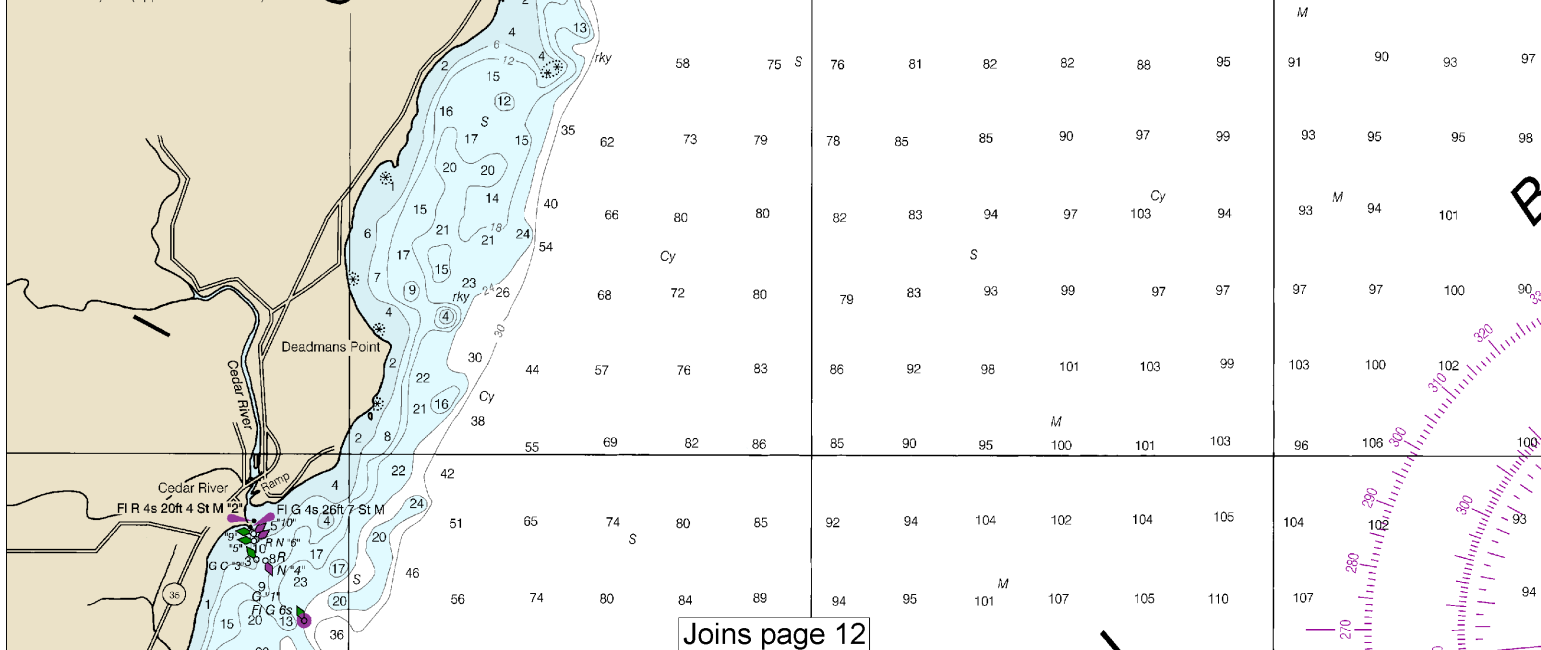
CAUTION
SUBMARINE PIPELINES AND CABLES
Uncharted submarine pipelines and submarine cables may exist within the area of the chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when dredging, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Submarine Pipeline Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of the chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when dredging, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 5

CAUTION
Warnings on the use of radio signals as aids to navigation can be found in the Coast Guard Light Lists and National Intelligence Agency Publication 117. Section-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
● (Accurate location) ○ (Approximate location)



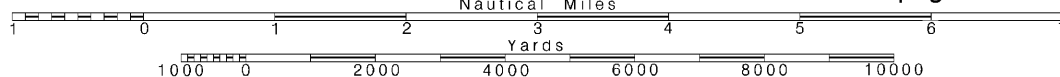
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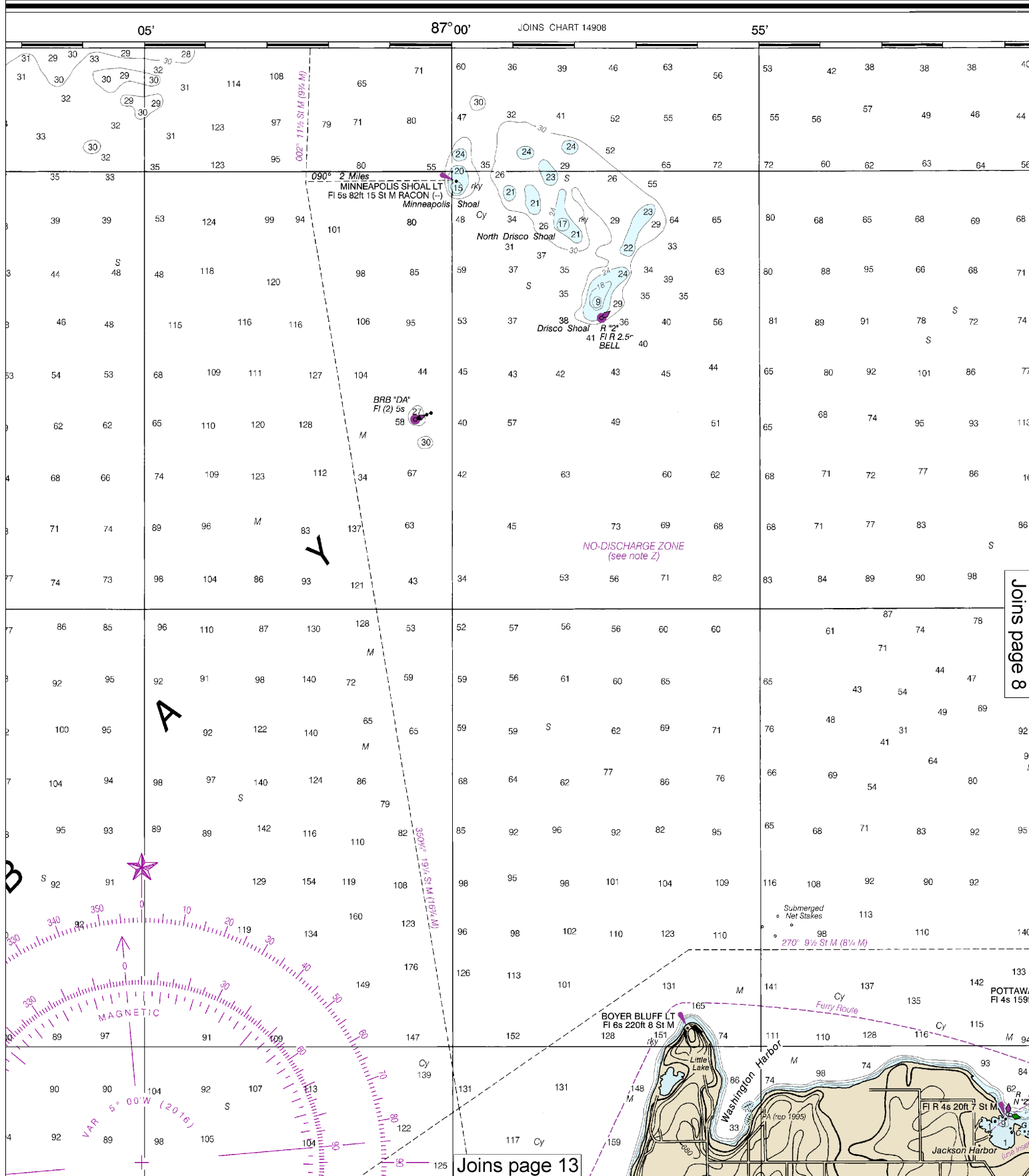
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

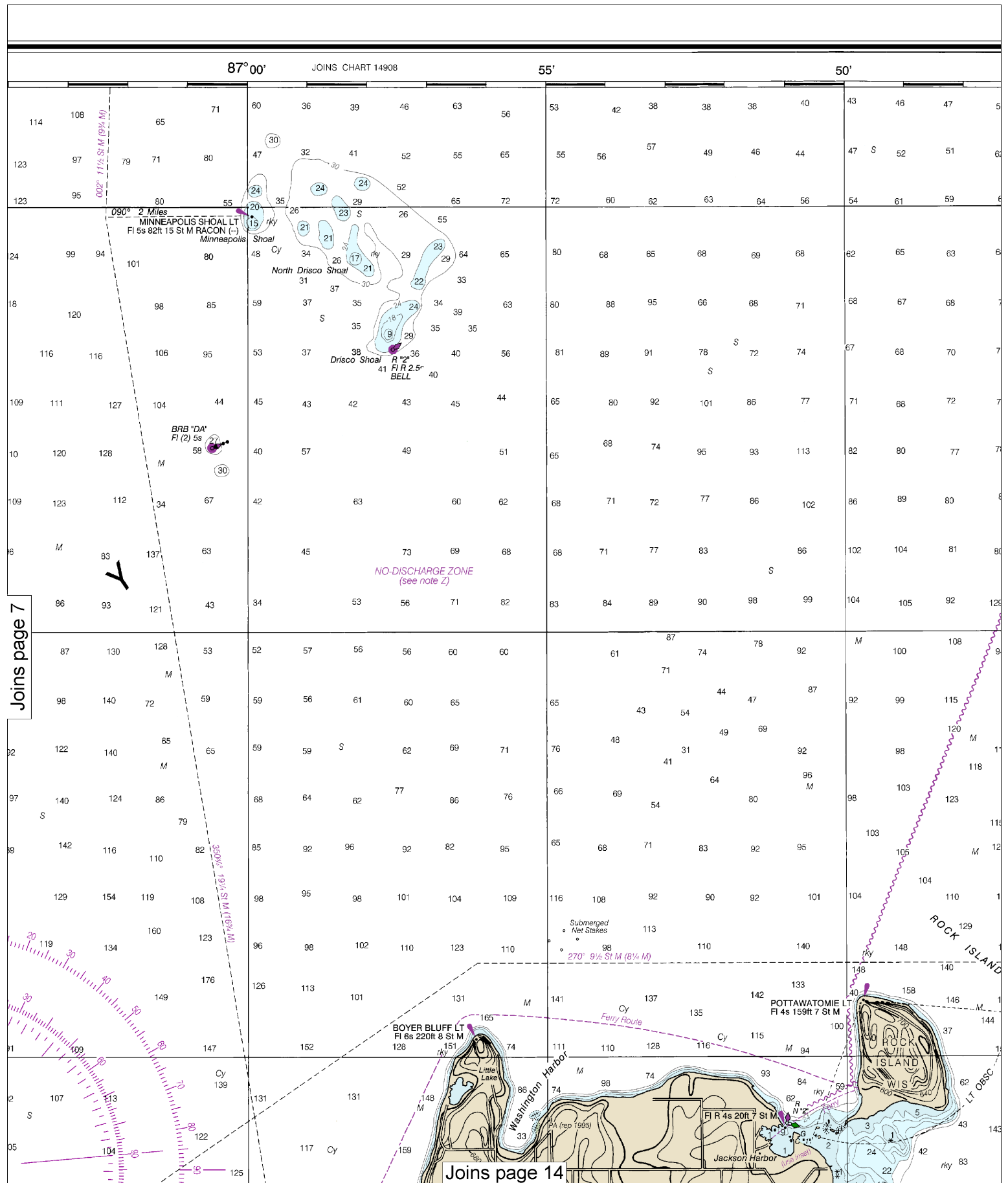
SCALE 1:80,000
Nautical Miles

See Note on page 5.





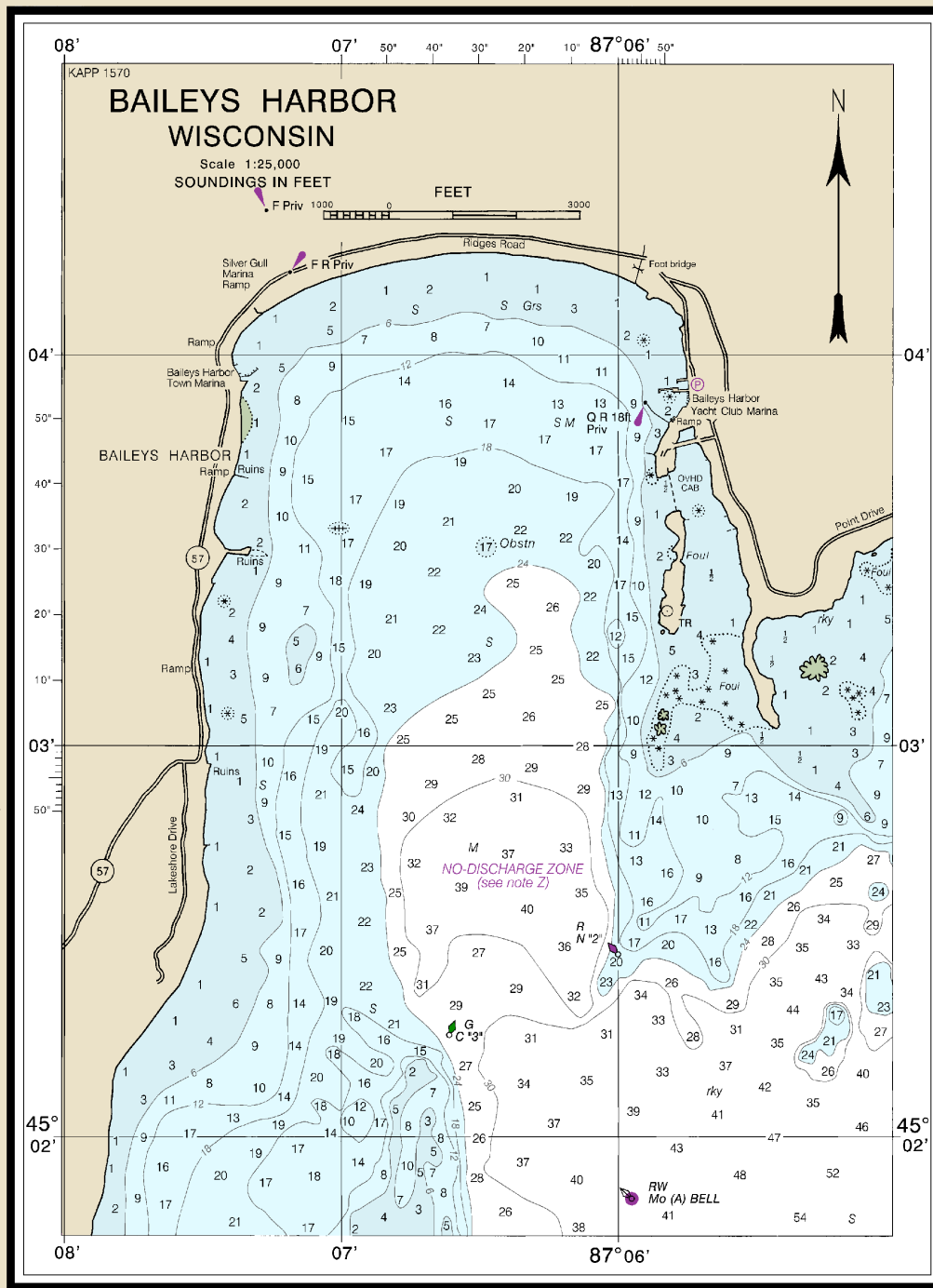
Last Correction: 7/18/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



This nautical chart depicts the St. Martin Island Passage and surrounding areas. Key features include:

- Islands and Shoals:** St. Martin Island (with Michoud Bay), Little Summer Island, Summer Island, Poverty Island, and various shoals like Gravelly Island and Little Gull Island.
- Depth Soundings:** Numerous numerical soundings in fathoms are scattered throughout the chart, indicating water depths.
- Navigational Aids:** Several aids are marked, including "R 2" Fl R 4s BELL" and "R 12" Fl R 2.5s".
- Passages and Harbors:** Labeled areas include "ST MARTIN ISLAND PASSAGE", "SUMMER HARBOR", and "POVERTY ISLAND PASSAGE".
- Scale and Orientation:** A scale bar at the bottom right shows distances in Nautical Miles (0 to 10), Yards (0 to 1000), and Meters (0 to 1000). A compass rose indicates magnetic variation: "VAR 5° 15' W (2016)" and "ANNUAL INCREASE 2'".
- Grid and Coordinates:** The chart is overlaid with a grid of latitude and longitude coordinates, with labels like 45°, 35°, 30°, 25° for latitude and 45°, 40°, 36° 35' for longitude.
- Other Labels:** "Point Delour", "Submerged", "Stakes", "Cy", "rky", "M", "S", "PA", "R 12" Fl R 2.5s", "R 2" Fl R 4s BELL", "056° 52' Miles to Seal Choz Light", "247° 35 1/4 St M (30% M)", "161", "166", "175", "179", "180", "182", "183", "186", "188", "189", "192", "193", "196", "202", "203", "206", "208", "210", "212", "214", "216", "218", "220", "222", "224", "226", "228", "230", "232", "234", "236", "238", "240", "242", "244", "246", "248", "250", "252", "254", "256", "258", "260", "262", "264", "266", "268", "270", "272", "274", "276", "278", "280", "282", "284", "286", "288", "290", "292", "294", "296", "298", "300", "302", "304", "306", "308", "310", "312", "314", "316", "318", "320", "322", "324", "326", "328", "330", "332", "334", "336", "338", "340", "342", "344", "346", "348", "350", "352", "354", "356", "358", "360", "362", "364", "366", "368", "370", "372", "374", "376", "378", "380", "382", "384", "386", "388", "390", "392", "394", "396", "398", "400", "402", "404", "406", "408", "410", "412", "414", "416", "418", "420", "422", "424", "426", "428", "430", "432", "434", "436", "438", "440", "442", "444", "446", "448", "450", "452", "454", "456", "458", "460", "462", "464", "466", "468", "470", "472", "474", "476", "478", "480", "482", "484", "486", "488", "490", "492", "494", "496", "498", "500", "502", "504", "506", "508", "510", "512", "514", "516", "518", "520", "522", "524", "526", "528", "530", "532", "534", "536", "538", "540", "542", "544", "546", "548", "550", "552", "554", "556", "558", "560", "562", "564", "566", "568", "570", "572", "574", "576", "578", "580", "582", "584", "586", "588", "590", "592", "594", "596", "598", "600", "602", "604", "606", "608", "610", "612", "614", "616", "618", "620", "622", "624", "626", "628", "630", "632", "634", "636", "638", "640", "642", "644", "646", "648", "650", "652", "654", "656", "658", "660", "662", "664", "666", "668", "670", "672", "674", "676", "678", "680", "682", "684", "686", "688", "690", "692", "694", "696", "698", "700", "702", "704", "706", "708", "710", "712", "714", "716", "718", "720", "722", "724", "726", "728", "730", "732", "734", "736", "738", "740", "742", "744", "746", "748", "750", "752", "754", "756", "758", "760", "762", "764", "766", "768", "770", "772", "774", "776", "778", "780", "782", "784", "786", "788", "790", "792", "794", "796", "798", "800", "802", "804", "806", "808", "810", "812", "814", "816", "818", "820", "822", "824", "826", "828", "830", "832", "834", "836", "838", "840", "842", "844", "846", "848", "850", "852", "854", "856", "858", "860", "862", "864", "866", "868", "870", "872", "874", "876", "878", "880", "882", "884", "886", "888", "890", "892", "894", "896", "898", "900", "902", "904", "906", "908", "910", "912", "914", "916", "918", "920", "922", "924", "926", "928", "930", "932", "934", "936", "938", "940", "942", "944", "946", "948", "950", "952", "954", "956", "958", "960", "962", "964", "966", "968", "970", "972", "974", "976", "978", "980", "982", "984", "986", "988", "990", "992", "994", "996", "998", "1000".

Joins page 15



Joins page 16

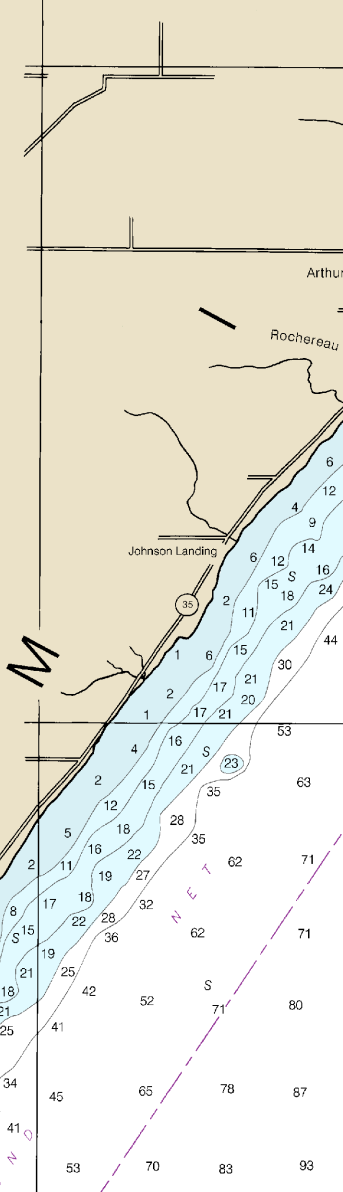
CAUTION
Temporary changes or defects in navigation are not indicated on this chart. Local Notices to Mariners. During some winter months ofered by ice, certain aids to navigation may be replaced by other types or removed. See U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather forecasts for the area. The reception range is typically 20 nautical miles from the antenna site, but may be as much as 100 nautical miles at high elevations.
Escanaba, MI KZZ-35
Green Bay, WI KIG-65
Sister Bay, WI WXN-69

RADAR REFLECTOR
Radar reflectors have been placed on floating aids to navigation. Induced reflector identification on these aids is omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at low water.

Ⓟ Pump-out facilities



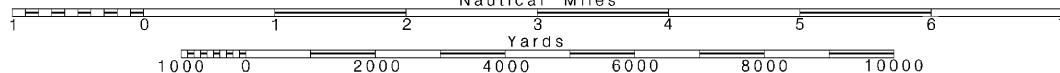
10

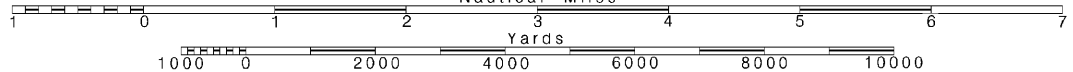
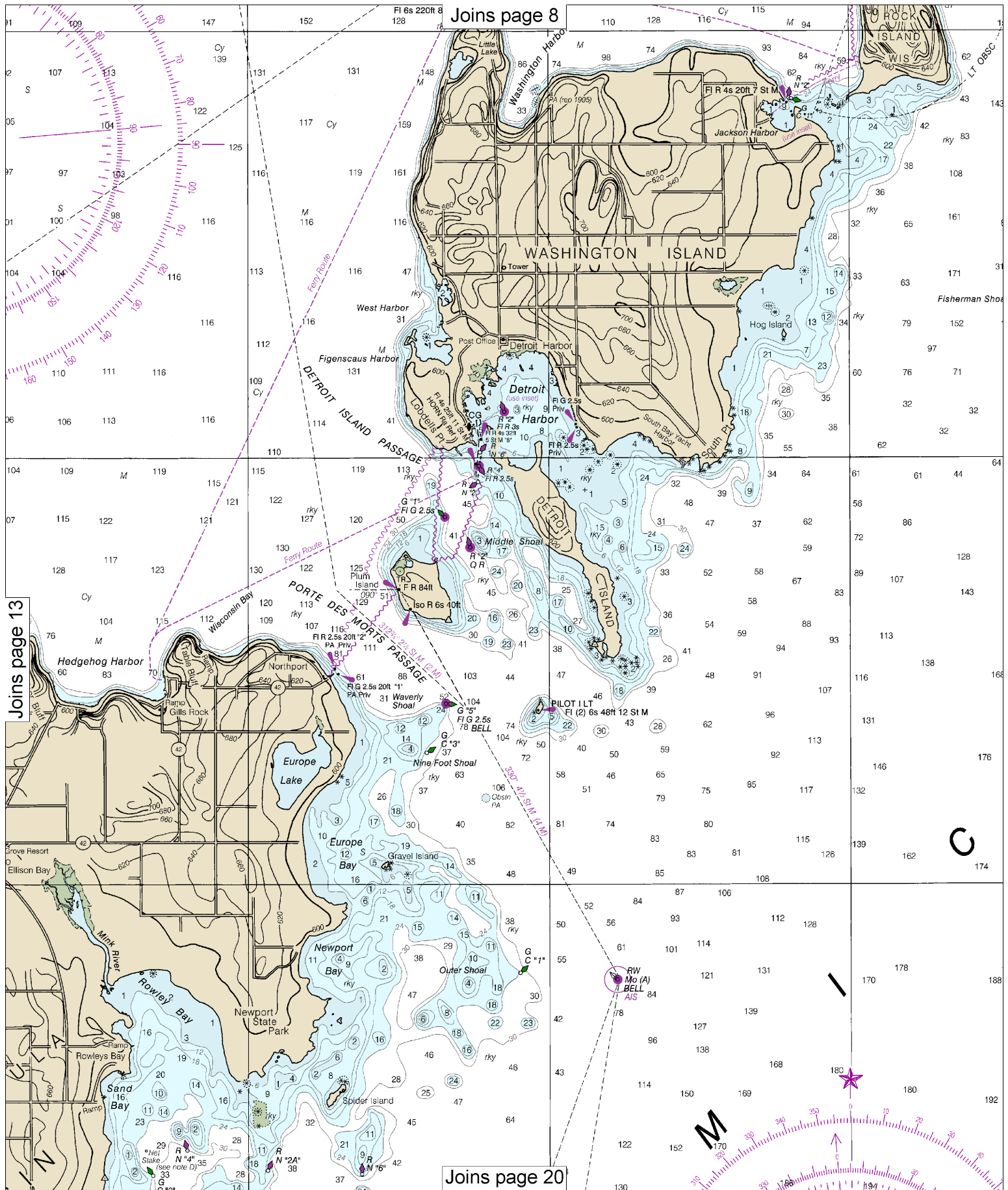
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

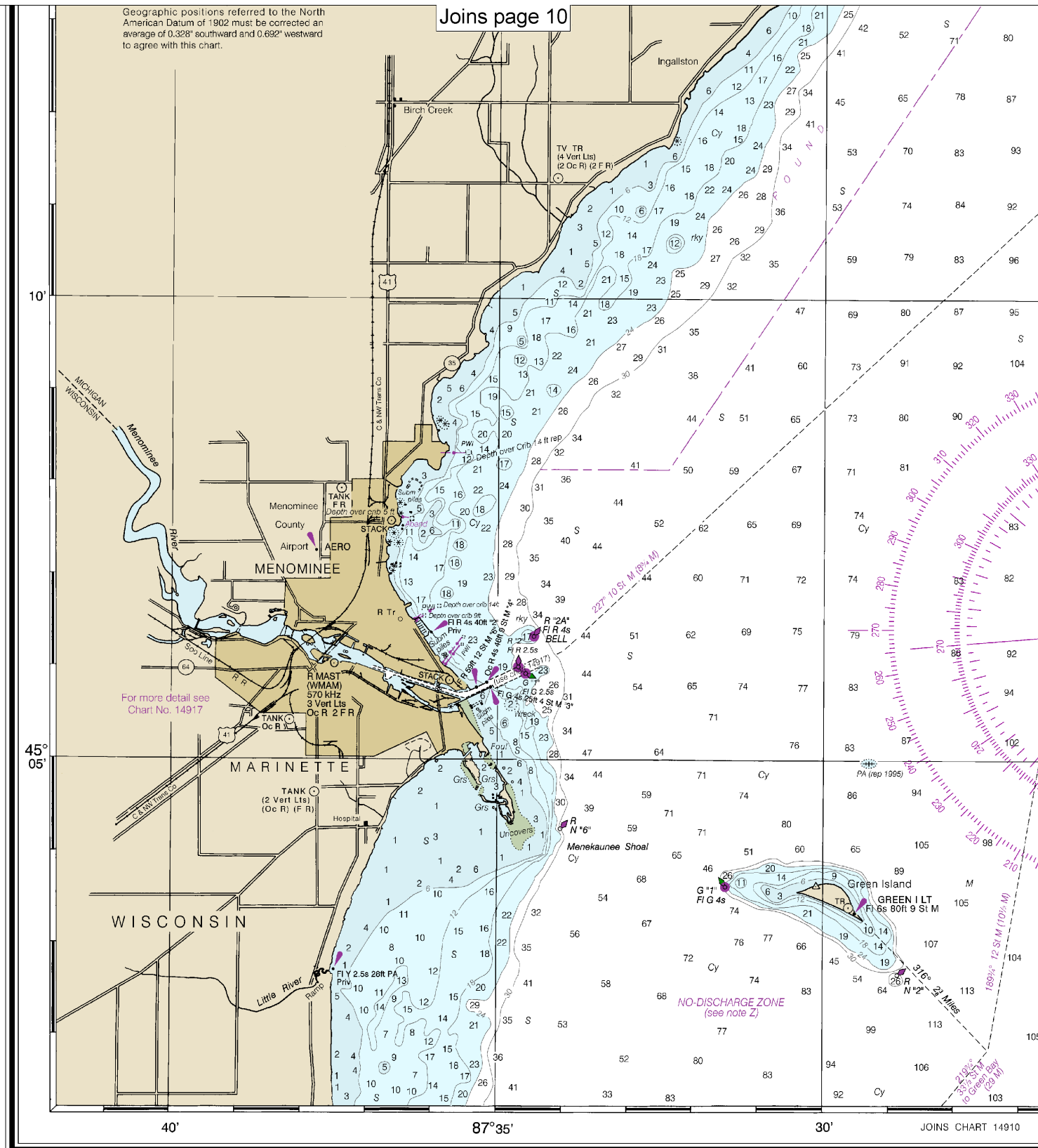
See Note on page 5.





Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.328" southward and 0.692" westward to agree with this chart.

Joins page 10



21st Ed., Feb. 2016

14909

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

Last Correction: 7/18/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

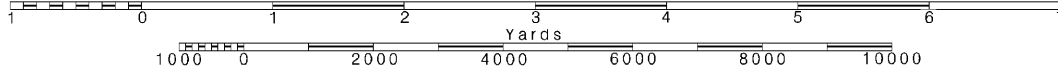
16

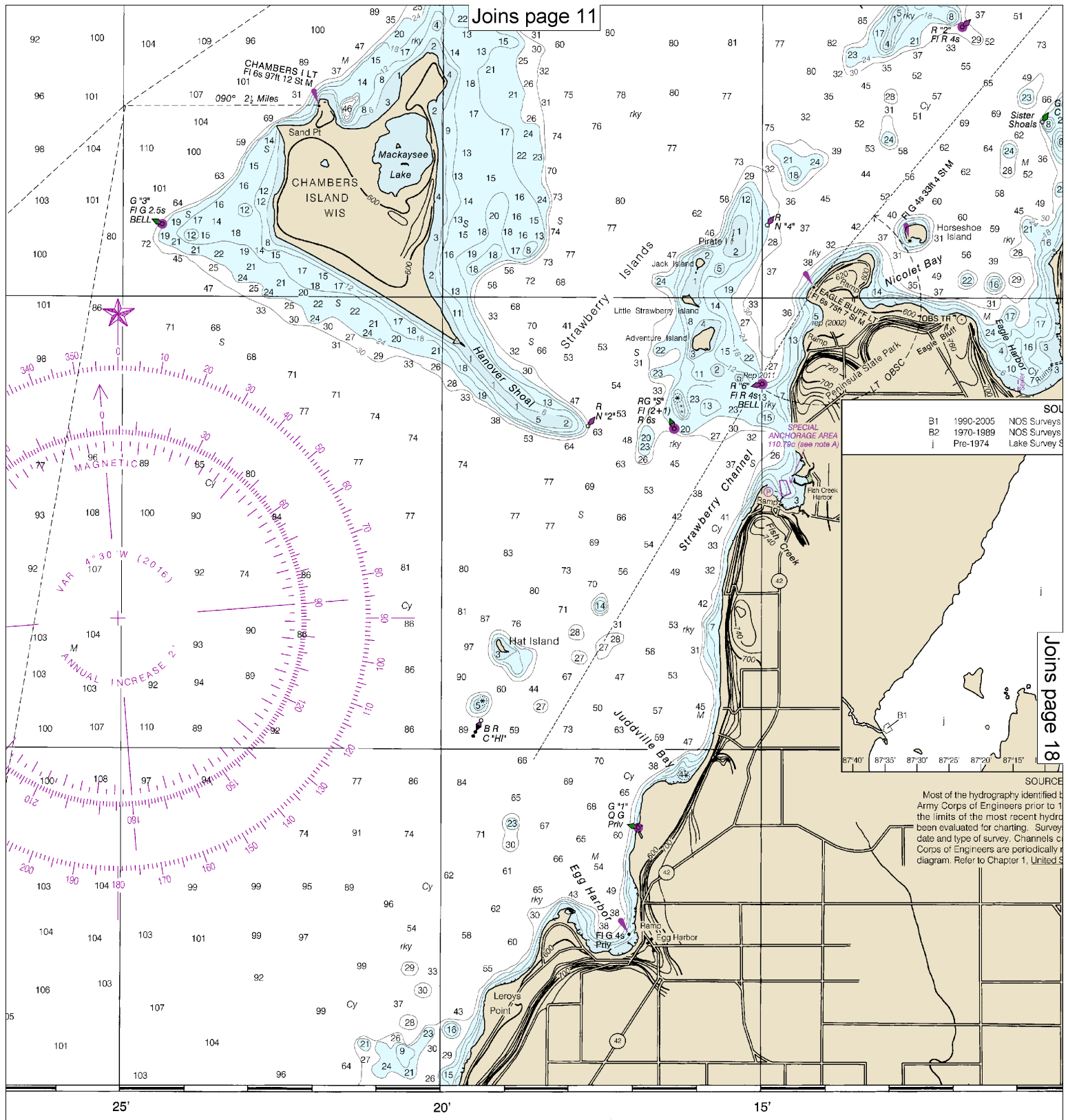
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



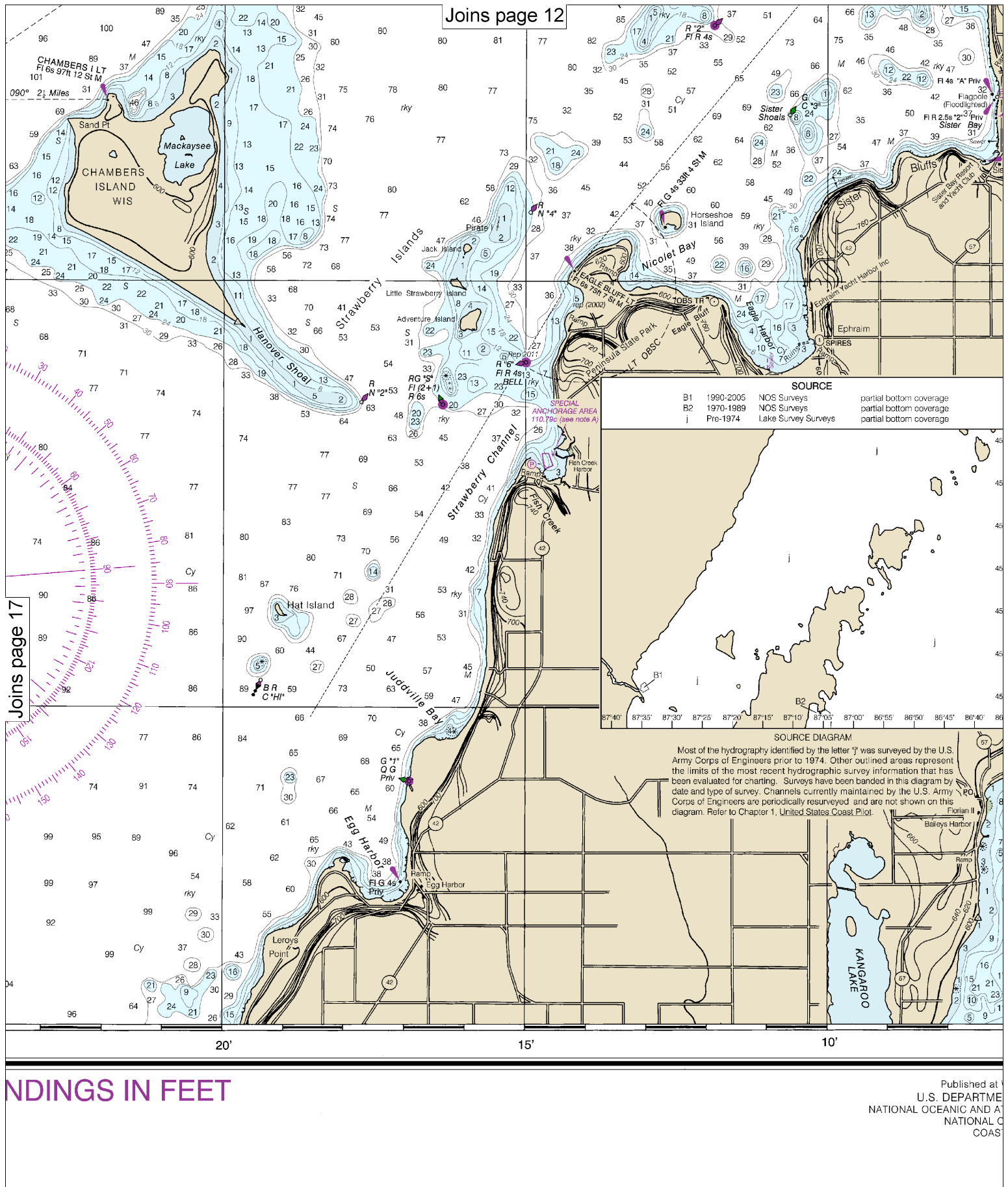


B1	1990-2005	NOS Surveys
B2	1970-1989	NOS Surveys
i	Pre-1974	Lake Survey S

SOURCE
Most of the hydrography identified by the Army Corps of Engineers prior to 1911 is the limits of the most recent hydrographic survey. Survey date and type of survey. Channels of the Corps of Engineers are periodically re-surveyed. Refer to Chapter 1, United States Hydrographic Office.

SOUNDINGS IN FEET

comments
html.

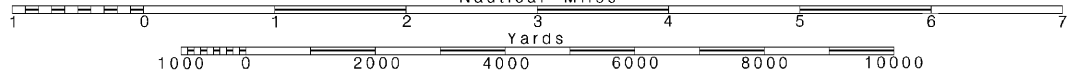


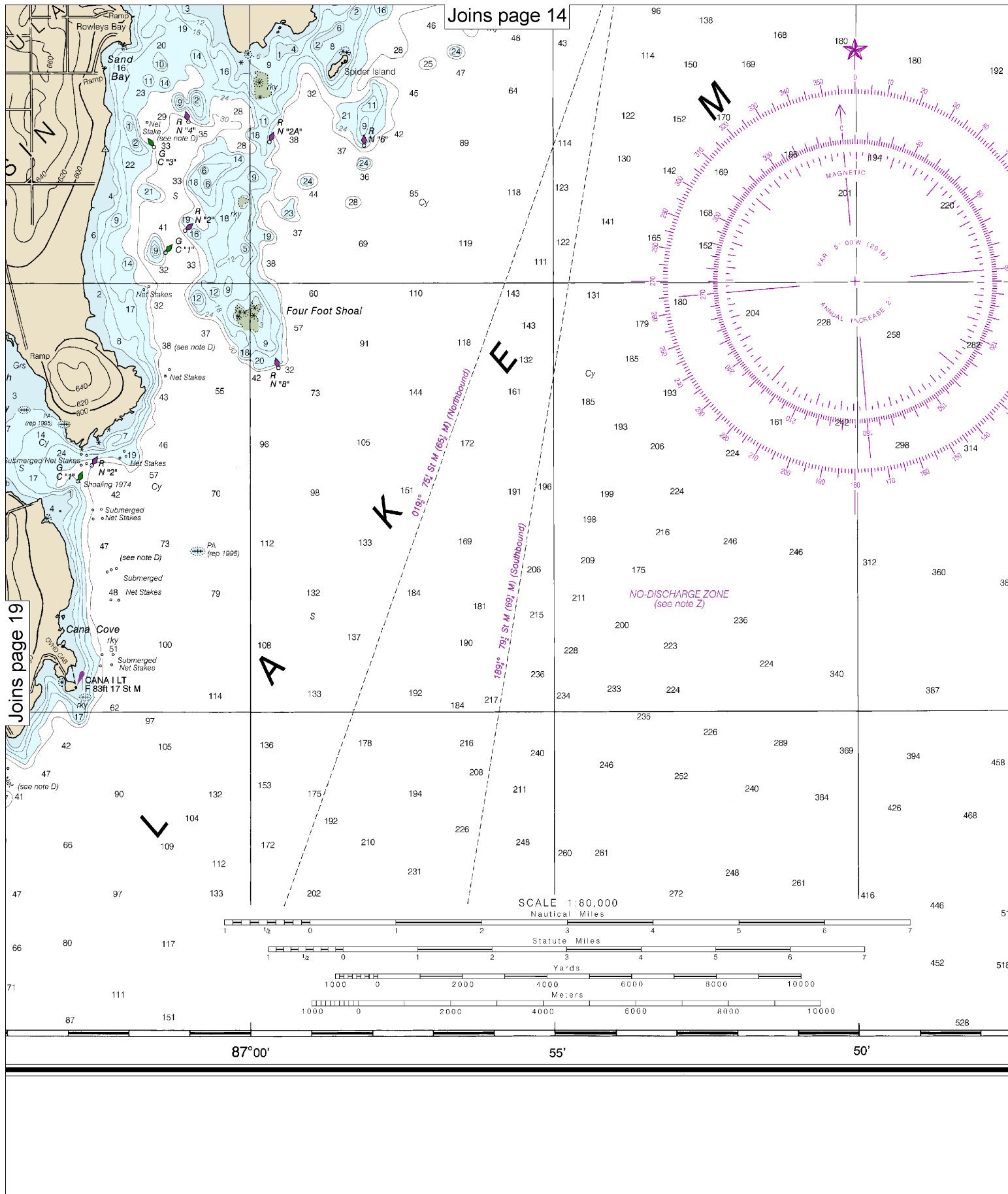
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





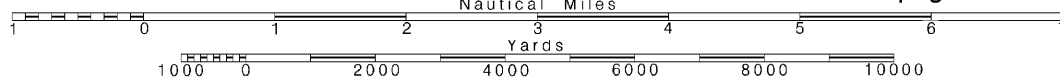
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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